

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1-22 Cancelled

23. (New) A brake device for a motor vehicle having a first friction element including a lining with a first face that is pressed against a first face of a second element that is secured to a wheel of the motor vehicle in order to slow down the vehicle and an application third element having a piston with a first end through which a braking force is applied to a second face on a rigid support of the first friction element to effect a brake application, said brake device being characterized by amplifier means having a first part that is connected to the first end of said piston and a second part that is connected to the second face of the rigid support, said first part of said amplifier means having a first plane face that is parallel to and in mutual abutment with a second plane face on said second part through a bearing surface, such that in response to the braking force being applied to said piston, the first part and the second part of the amplifier means pivot about a tiltable plane that is initially substantially parallel with the first face of the second element to modify the application of the braking force through the rigid support in effecting a brake application.

24. (New) The brake device according to claim 23 wherein said the first part has a shape of a first half-cylinder disposed in a first semi-cylindrical cavity located in the piston and wherein the second part has a shape of a second half-cylinder located in second semi-cylindrical cavity in the rigid support.

25. (New) The brake device according to claim 23 wherein said the first part has a shape of a first half-sphere disposed in a first hemispherical cavity located in the piston

and wherein the second part has a shape of a second half-sphere located in second hemispherical cavity in the rigid support.

26. (New) The brake device as recited in claim 24 further including first means for reducing friction between the first part and the piston and second part and the rigid support.

27. (New) The brake device as recited in claim 26 further including second means for reducing friction between the first plane surface on the first part and second plane surface on the second part.

28. (New) The brake device as recited in claim 27 wherein said first and second means are ball bearings.

29. (New) The brake device as recited in claim 23 wherein initial pivoting of the first part and the second part of said amplifier means is achieved through the activation of an electric motor.

30. (New) The brake device as recited in claim 23 further including a park brake mechanism connected to the amplifier means such that the tilttable plane is in a same plane as a gradiant on which the motor vehicle is parked.

31. (New) The brake device as recited in claim 29 further including an electronic computer, a brake control actiated by an operator, first detection means for detecting of said brake control and second detection means for detecting the speed of the wheel to control the activation of said amplifier mean.

32. (New) The brake device as recited in claim 31 wherein the amplifier means is activated when a level of declaration is greater than a predetermined value.

33. (New) The brake device as recited in claim 31 wherein the amplifier means is activated to decrease the decelartion of the speed of the wheel.